

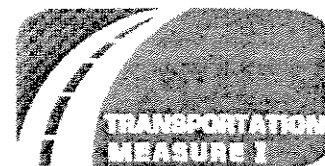


## San Bernardino Associated Governments

1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA 92410

Phone: (909) 884-8276 Fax: (909) 885-4407

www.sanbag.ca.gov



- 
- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
  - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
- 

## AGENDA

### Plans and Programs Policy Committee

June 20, 2007, **1:00** p.m.

#### Location:

**SANBAG Offices**  
**1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor**  
**San Bernardino, CA 92410**  
*The Super Chief Room*

#### Plans and Programs Committee Membership

##### Chair

*Paul Eaton, Mayor*  
*City of Montclair*

##### Vice Chair

*Mark Nuaimi, Mayor*  
*City of Fontana*

##### East Valley Representatives

*Bea Cortes, Council Member*  
*City of Grand Terrace*

*Richard Riddell, Mayor*  
*City of Yucaipa*

*Larry McCallon, Council Member*  
*City of Highland*

##### West Valley Representatives

*Diane Williams, Mayor Pro Tem*  
*Rancho Cucamonga*

##### Mountain/Desert Representatives

*Kevin Cole, Mayor*  
*Twentynine Palms*

*Rick Roelle, Mayor*  
*Town of Apple Valley*

*Chad Mayes, Council Member*  
*Town of Yucca Valley*

##### San Bernardino County

*Brad Mitzelfelt, Supervisor*

*Paul Biane, Supervisor*

*Dennis Hansberger, Supervisor*

*Josie Gonzalez, Supervisor*

*Gary Ovitt, Supervisor*

*San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.*

*In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:*

***The San Bernardino County Transportation Commission**, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

*Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.*

San Bernardino Associated Governments  
County Transportation Commission  
County Transportation Authority  
Service Authority for Freeway Emergencies  
County Congestion Management Agency

**Plans and Programs Policy Committee**

**June 20, 2007**

**1:00 p.m.**

**LOCATION:**

**San Bernardino Associated Governments  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino  
*The Super Chief Room***

*CALL TO ORDER - 1:00 p.m.*

*(Meeting chaired by Mayor Paul Eaton)*

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications

**1. Possible Conflict of Interest Issues for the SANBAG Plans and Programs Meeting of June 20, 2007 Pg. 5**

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Member abstentions shall be stated and recorded on the appropriate item in the minute summary for each month.

**Consent Calendar**

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

**2. Plans and Programs Attendance Roster Pg. 6**

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

*Notes/Action*

## **Discussion Calendar**

### **Regional and Quality of Life Programs**

3. **Status Report on the South Coast Air Quality Management Plan (AQMP), Possible Testimony on Proposed Actions by the California Air Resources Board (CARB), and Goods Movement Control Measures Proposed by SCAG** Pg. 8

Receive report and provide direction to offer testimony to CARB at its June 22, 2007 Public Hearing in opposition to approval of the CARB Mobile Source Strategy prior to consideration of the AQMP Ty Schuiling

4. **Election of Committee Chair and Vice Chair** Pg. 12

Conduct elections for members to serve as Chair and Vice Chair of the SANBAG Plans and Programs Policy Committee for terms to end June 30, 2008. Ty Schuiling

5. **Trade Corridor Improvement Fund Update** Pg. 13

Receive Report. Ty Schuiling

### **Subregional Transportation Planning & Programming Programs**

6. **Proposition 1B – Local Street and Road Improvement, Congestion Relief and Traffic Safety Account** Pg. 15

Receive report on the status of the Proposition 1B Local Street and Road Improvement, Congestion Relief and Traffic Safety Account Ryan Graham

### **Project Development Program**

7. **Candidate Railroad Grade Separation Projects for Project Development Funding** Pg. 19

Receive information on San Bernardino Valley railroad grade separation projects that will undergo evaluation for project development funding. Steve Smith

**Transportation Program & Fund Administration Program****8. Quarterly Administrative Report on SANBAG Federal Funding Programs Pg. 23**

- 1) Receive report on quarterly reporting and obligation status.
- 2) Adopt a finding of compliance with obligation requirements for all affected agencies. **Ty Schuiling**

**Public Comments**

Items under this heading will be referred to staff for further study, research, completion and/or future actions.

9. Additional Items from Committee Members
10. Brief Comments by General Public
11. Acronym List

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**ADJOURNMENT**

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276 and ask for Joanne Cook.

The next Plans and Programs Meeting  
is July 18, 2007.

## Meeting Procedures and Rules of Conduct

### **Meeting Procedures**

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

### **Accessibility**

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

**Agendas** – All agendas are posted at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino and our website: [www.sanbag.ca.gov](http://www.sanbag.ca.gov).

**Agenda Actions** – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

**Closed Session Agenda Items** – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

**Public Testimony on an Item** – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

**Agenda Times** – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

**Public Comment** – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

**Disruptive Conduct** – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM:   1  

**Date:** June 20, 2006

**Subject:** Information Relative to Possible Conflict of Interest

**Recommendation\*:** Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

**Background:** In accordance with California Government Code 84308, members of the Board of Directors may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
N/A	N/A	N/A	N/A

**Financial Impact:** This item has no direct impact on the 2006/2007 Budget.

**Reviewed By:** This item is prepared monthly for review by the Board of Directors and policy committee members.

**Responsibility Staff:** Ty Schuiling, Director of Planning and Programming

\*

*Approved*  
*Plans and Programs Committee*

*Date:* \_\_\_\_\_

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

# AGENDA ITEM: 2

## PLANS AND PROGRAMS POLICY COMMITTEE ATTENDANCE - 2006

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>EAST VALLEY</b>												
Richard Riddell	X	X	X	X	X	X	X	Cancelled	X	X	X	X
Bea Cortes								Cancelled	X		X	X
Larry McCallon				X	X		X	Cancelled	X	X		X
<b>WEST VALLEY</b>												
Paul Eaton Chair	X		X	X	X	X	X	Cancelled	X	X	X	X
Mark Naaimi	X		X					Cancelled	X	X	X	X
Diane Williams	X	X	X	X	X	X	X	Cancelled	X	X	X	X
<b>MT/DESERT</b>												
Kevin Cole	X	X	X	X	X		X	Cancelled	X	X	X	X
Paul Cook	X	X	X		X			Cancelled	X	X		
Jim Lindley	X	X	X	X	X	X	X	Cancelled		X	X	
<b>SAN BERNARDINO COUNTY</b>												
Gary Ovit	X	X		X				Cancelled	X			
Josie Gonzales	X	X	X		X		X	Cancelled	X	X		X
Dennis Hansberger	X		X	X			X	Cancelled	X	X	X	X
Paul Biane	X	X	X	X			X	Cancelled		X	X	
Bill Postmus		X	X	X				Cancelled	X	X		

X - indicates member attended the meeting.

Crossed out box indicates member was not on the committee as of that month.

Empty box indicates committee members did not attend the meeting in that month.



AGENDA ITEM: 2

PLANS & PROGRAMS POLICY COMMITTEE ATTENDANCE RECORD - 2007

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>EAST VALLEY</b>												
<b>Richard Riddell</b> City of Yucaipa	X			X	Cancelled							
<b>Bea Cortes</b> City of Grand Terrace	X	X	X	X	Cancelled							
<b>Larry McCallon</b> City of Highland	X	X	X	X	Cancelled							
<b>WEST VALLEY</b>												
<b>Paul Eaton Chair</b> City of Montclair		X	X	X	Cancelled							
<b>Mark Nuaimi</b> City of Fontana	X	X	X	X	Cancelled							
<b>Diane Williams</b> City of Rancho Cucamonga	X	X	X	X	Cancelled							
<b>MT/DESERT</b>												
<b>Kevin Cole</b> City of Twentynine Palms	X			X	Cancelled							
<b>Rick Roelle</b> Town of Apple Valley	X	X	X	X	Cancelled							
<b>Chad Mayes</b> Town of Yuca Valley		X	X	X	Cancelled							
<b>SAN BERNARDINO COUNTY</b>												
<b>Gary Ovitt</b> Board of Supervisors	X		X	X	Cancelled							
<b>Josie Gonzales</b> Board of Supervisors	X			X	Cancelled							
<b>Dennis Hansberger</b> Board of Supervisors	X			X	Cancelled							
<b>Paul Biane</b> Board of Supervisors	X		X	X	Cancelled							
<b>Brad Mitzelfelt</b> Board of Supervisors	X		X		Cancelled							

X = Member attended meeting. \* = Alternate member attended meeting. Empty box = Member did not attend meeting. Crossed out box = Not a member at the time.  
ppcatt07.doc 1 of 1

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- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
  - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
- 

## *Minute Action*

AGENDA ITEM:   3  

**Date:** June 20, 2007

**Subject:** Status Report on the South Coast Air Quality Management Plan (AQMP), Possible Testimony on Proposed Actions by the California Air Resources Board (CARB), and Goods Movement Control Measures Proposed by SCAG

**Recommendation:\*** Receive report and provide direction to offer testimony to CARB at its June 22, 2007 Public Hearing in opposition to approval of the CARB Mobile Source Strategy prior to consideration of the AQMP

**Background:** Despite significant progress, the air quality of the South Coast Air Basin remains the worst in the nation. CARB estimates that fine particulate pollution less than 2.5 microns in diameter (PM<sub>2.5</sub>) in the South Coast Air Basin is responsible annually for 5,400 premature deaths, 2,400 hospitalizations, and 980,000 lost work days. To achieve attainment of the federal PM<sub>2.5</sub> standards as revised in September 2006, the three year annual average PM<sub>2.5</sub> concentration must be 15 (µg/m<sup>3</sup>) or less by 2014, and the 98<sup>th</sup> percentile of 24-hour PM<sub>2.5</sub> concentrations in a year, averaged over three years, must be 35 (µg/m<sup>3</sup>) or less by 2019 or 2020. The 24-hour standard is, by far, the more stringent of the two.

Residents of the South Coast Basin currently bear 82 percent of the statewide burden and 52 percent of the national burden of unhealthful levels of particulate pollution on a population-weighted exposure basis. After many years of increasingly stringent regulation of stationary sources by the South Coast Air Quality Management District (AQMD), approximately 80 percent of the basin's

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*Approved*  
*Plans and Programs Policy Committee*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

smog is now caused by vehicles and other mobile sources. Absent significant intervention, the problem will be exacerbated by the anticipated tripling of goods movement activity in the next ten to twenty years. Even if the remaining stationary sources were to be completely shut down, the federal air quality standards for PM<sub>2.5</sub>, 24-hour PM<sub>2.5</sub>, and 8-hour ozone would not be met without substantial additional mobile source emission reductions. Further, over 70 percent of the airborne cancer risk in Southern California is directly attributed to diesel fueled engines in the basin. The responsibility for regulation of tailpipe emissions from on-road and off-road mobile sources rests with CARB and the United States Environmental Protection Agency (EPA).

While the reductions in oxides of nitrogen (NOx) needed to achieve the 2015 PM<sub>2.5</sub> standard are very substantial, they are a mere fraction of the NOx reductions needed to attain the 24-hour PM<sub>2.5</sub> standard as of 2019, or the 8-hour ozone standard as of 2023. Because of this, the AQMP focuses heavily on development of a NOx reduction strategy capable of attaining the more stringent thresholds 12 to 16 years in the future, while meeting the 2015 PM<sub>2.5</sub> requirement en route. In fact, the “attainment demonstration” for 8-hour ozone is less challenging than for PM<sub>2.5</sub>, because it can rely on undescribed “black box” measures. No such provision exists for PM<sub>2.5</sub>.

Normally, the South Coast AQMP is approved by the AQMD Governing Board, and when combined by CARB with the state’s Mobile Source Strategy, is able to demonstrate attainment of the federal air quality standards for submittal as the State Implementation Plan (SIP) to the EPA for approval. The approved SIP then becomes the basis for the conformity determination required of each new Regional Transportation Plan and Regional Transportation Improvement Program as a condition of federal approval. In this case, however, the AQMP approved on June 1, 2007 by the Governing Board, in combination with the Mobile Source Strategy proposed by CARB staff, fell short of demonstrable PM<sub>2.5</sub> attainment by 74 tons of NOx per day, all of which (arguably) should come from mobile sources under the regulatory authority of CARB and the EPA. Through negotiation, the AQMD agree to accept an additional 11 tons to be reduced through controls on wood burning, although in reality these additional reductions are in the form of direct particulates rather than NOx, and therefore contribute little toward meeting the later, more difficult attainment deadlines. The ARB has refused to strengthen the state Mobile Source Strategy as appears to be necessary to meet all upcoming attainment deadlines.

At this time, a very substantial shortfall remains, which the AQMD estimates could leave as many as three million basin residents exposed to PM<sub>2.5</sub>

exceedances by the attainment deadline. CARB has indicated its intention to address the shortfall through a “weight-of-evidence” argument that in effect claims that trends and other factors suggest that attainment will occur despite the analytic evidence to the contrary. It seems this argument would be more successful were the shortfall not a quarter of the total 2014 target, and far more difficult targets weren’t looming a few more years beyond that.

The most immediate concern is that while CARB has a legal obligation to prepare a SIP that reduces emissions enough to show attainment, it has indicated that it will delay consideration of the AQMP until October, while moving to approve its own mobile source strategy in late June. This appears to ensure that the state’s adopted mobile source strategy will fall short of the mobile source reductions needed to reach attainment in the South Coast Air Basin, and appears to allow CARB to sidestep the responsibility staff believes it has to further reduce mobile source emissions in the South Coast Air Basin. For these reasons, staff is seeking direction to offer testimony to CARB at its June 22, 2007 Public Hearing in opposition to approval of the CARB Mobile Source Strategy prior to consideration of the AQMP. More specific talking points will be suggested and discussed at the meeting.

In addition, SCAG is responsible for preparation of the transportation activity element of the AQMP. This element typically focuses on modest emission reduction benefits associated with reductions in vehicle miles traveled (VMT), congestion relief, and improved transit. In this case, however, SCAG proposed inclusion of freight-movement by magnetic levitation (MAGLEV) trains, and a 140-mile dedicated truck lane system for longer combination vehicles (LCVs) through Los Angeles and San Bernardino Counties as part of the strategy to meet the 2014 PM<sub>2.5</sub> target. The combined cost of these measures is estimated to be in excess of \$40 billion, most of which was proposed to be privately financed. The combined measures were to reduce NOx emissions by 22 tons in 2014, and would become part of the conformity test for the new 2007 RTP. Following numerous expressions of concern over both technical and procedural issues by SANBAG, RCTC, and LACMTA staff, these measures were not approved as part of the AQMP by the AQMD Governing Board, but may be reconsidered at the AQMD’s next meeting on July 13, 2007. Staff is now working with the other Commissions and SCAG to determine if realistic sources of additional emission reductions can be identified. At least one formal consultation meeting between the commissions and SCAG is required pursuant to AB1246 requirements prior to a final decision.

***Financial Impact:***

This item has serious air quality conformity implications for the Regional Transportation Plan (RTP). In the absence of a conforming RTP, SANBAG could

not deliver regionally significant road capacity projects (such as mainline freeway, interchange, and major arterial improvements), even if they were funded entirely by non-federal funds. Failure to have a conforming RTP could occur if there were no federally approved SIP because attainment could not be demonstrated, or because the RTP itself cannot meet emission reduction targets established for it by the SIP. For these reasons, it is essential that: 1) the AQMP/SIP shows adequate emission reductions to demonstrate attainment, and 2) the emission reduction target established for the RTP by the SIP does not rely on projects of dubious merit or doubtful deliverability.

**Reviewed By:** This item will be reviewed by the Plans and Programs Policy Committee on June 20, 2007.

**Responsible Staff:** Ty Schuiling, Director of Planning and Programming

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 4

**Date:** June 20, 2007

**Subject:** Election of Committee Chair and Vice Chair

**Recommendation:**\* Conduct elections for members to serve as Chair and Vice Chair of the SANBAG Plans and Programs Policy Committee for terms to end June 30, 2008.

**Background:** Terms for the Chair and Vice Chair of each of the SANBAG policy committees expire on June 30, 2007. Election of Chair and Vice Chair for each of the policy committees is scheduled to immediately follow the annual election of SANBAG Officers, which occurred at the June Board of Directors meeting.

This item provides for an election to be conducted, which will identify the Chair and Vice Chair of the Committee to serve until June 30, 2008. SANBAG policies do not prohibit re-election of the current Chair and Vice Chair, if so determined by the Committee. A complete listing of SANBAG policy committees, membership, and chairs is attached to this item for reference.

**Financial Impact:** This item has no financial impact upon the SANBAG budget.

**Reviewed By:** This item is scheduled for action by the Plans and Programs Policy Committee on June 20, 2007.

**Responsible Staff:** Ty Schuiling, Director of Planning and Programming.

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\_\_\_\_\_  
*Approved*  
*Plans and Programs Policy Committee*

*Date:* \_\_\_\_\_

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 5

**Date:** June 20, 2007

**Subject:** Trade Corridor Improvement Fund Update

**Recommendation:**\* Receive report.

**Background:** Staff will update the committee on the TCIF Working Group meeting No. 4 and conversations with key legislators involved in formulation of the legislative framework for the program.

The California Transportation Commission held the fourth Trade Corridor Working Group meeting on June 15, 2007. This meeting continued discussion on the framework of the bond investment. The Inland Empire Legislative Caucus met on June 13, 2007 to talk with SANBAG, RCTC and the railroads, about the Colton Crossing's role in the Trade Corridor Investment Fund (TCIF) portion of Proposition 1B.

The guiding principles the SANBAG Board adopted in May 2007 have been shared with our legislators and they now are telling SANBAG that we need to continue discussion on the projects that are important to us this region and reach a consensus on our priorities.

The Southern California region is engaged in developing a systems approach to project priorities and a framework for meeting the intent of the TCIF. Considering the recent dialog regarding the four major corridors in California and the need for collaborative work in the corridors, this activity may be the most effectiveness endeavor.

\*

*Approved*  
*Plans and Programs Policy Committee*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

Plans and Programs Agenda Item  
June 20, 2007  
Page 2 of 2

***Financial Impact:*** This item has no immediate impact.

***Reviewed By:*** This item will be reviewed by the Plans and Programs Policy Committee on June 20, 2007.

***Responsible Staff:*** SANBAG staff.



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 6

**Date:** June 20, 2007

**Subject:** Proposition 1B—Local Street and Road Improvement, Congestion Relief and Traffic Safety Account

**Recommendation:\*** Receive report on the status of the Proposition 1B Local Street and Road Improvement, Congestion Relief and Traffic Safety Account.

**Background:** Proposition 1B, approved by the voters at the November 2006, general election, enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which authorizes the issuance of \$19.925 billion of general obligation bonds for various transportation purposes, including \$2 billion to be allocated by the Controller to cities and counties, by formula, for local street and road purposes, subject to appropriation by the Legislature.

SB 286 as amended June 4, 2007 proposes to apportion the \$2 billion equally between cities and counties, with each group receiving \$1 billion. Subsequently, the \$1 billion each for cities and counties will be apportioned based on the following formulas.

Cities—The formula proposed by SB 286 would apportion the \$1 billion among cities based on the proportion that the total population of the city bears to the total population of all the cities in the state, provided, however, that the Controller shall allocate a minimum of four hundred thousand dollars (\$400,000) to each city. The legislation proposes to use the population estimates prepared by the Demographic Research Unit of the

\*

*Approved*  
*Plans and Programs Committee*

*Date:* \_\_\_\_\_

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

Department of Finance as of January 1, 2007. The estimated revenue for each local jurisdiction, as prepared by the California Local Government Finance Almanac, is included as Attachment A to this agenda item.

Counties—The formula proposed by SB 286 allocates seventy-five (75) percent of the funds based on the number of fee-paid and exempt vehicles that are registered in the county bears to the number of fee-paid and exempt vehicles registered in the state and allocates twenty-five (25) percent of the funds based on the proportion that the number of miles of maintained county roads in each county bears to the total number of miles of maintained county roads in the state.

As of the most current version of the legislation, funds apportioned to a city or county will be required to be used for improvements to improving traffic flows, or increasing traffic safety that may include, but not be limited to, street and highway pavement maintenance, rehabilitation, installation, construction and reconstruction of necessary associated facilities such as drainage and traffic control devices, or the maintenance, rehabilitation, installation, construction and reconstruction of facilities that expand ridership on transit systems, safety projects to reduce fatalities, or as a local match to obtain state or federal transportation funds for similar purposes. The funds may not be used for funding transit operating costs.

SB 286 proposes to establish a number of requirements for local governments on the administration of the Prop 1B Local Streets and Roads Funds. The requirements contained in the legislation are as follows:

1. Local governments will be required to submit to the Department of Finance, upon appropriation of bond funds by the Legislature, a list of projects expected to be funded with bond funds pursuant to an adopted city or county budget.
2. Local governments will be required to submit documentation of expenditure of bond funds made available under this subdivision to the Department of Finance, including the name of each project, the location, the amount of the expenditure, and the completion date and estimated useful life.
3. At the conclusion of each fiscal year during which local government expends the funds it has received, the Controller may verify that the local government has expended the funds on eligible projects. Any local government determined to have spent funds on ineligible projects shall reimburse the state for all ineligible expenditures for that fiscal year.

Any funds withheld or returned as a result of a failure to comply with the expenditure guidelines shall be reallocated to the other counties and cities whose expenditures are in compliance.

4. Local governments have three fiscal years to expend the funds from the date that the funds are allocated by the Controller, and any funds not expended within that period shall be returned to the Controller and be reallocated to cities or counties, as applicable, pursuant to the allocation formulas set forth in the legislation, with the exception of the minimum city allocation of \$400,000

Finally, SB 286 would require that the first payment of funds for local streets and roads be allocated by the Controllers office no later than January 1, 2008. It is anticipated that the allocation by the Controllers office to local governments will occur over five years.

**Financial Impact:** This item has no impact on the current adopted SANBAG Budget. Staff activities related to this agenda item are consistent with the adopted budget, Task No 94107000, Mountain/Desert Planning and Programming

**Reviewed By:** This item is scheduled for review by the Mountain/Desert Committee on June 15, 2007

**Responsible Staff:** Ryan Graham, Transportation Planning Specialist

## Attachment A: Estimate of Prop 1B Local Street and Road Improvement Funds

City Allocation = \$1,000,000,000  
Minimum Allocation = \$400,000  
Per Capita => \$31.30

Jurisdiction	Population 1/1/07	Estimated Allocation
ADELANTO	27,139	\$849,497
APPLE VALLEY	70,297	\$2,200,415
BARSTOW	23,943	\$749,456
BIG BEAR LAKE	6,207	\$400,000
CHINO	81,224	\$2,542,449
CHINO HILLS	78,668	\$2,462,442
COLTON	51,797	\$1,621,334
FONTANA	181,640	\$5,685,640
GRAND TERRACE	12,380	\$400,000
HESPERIA	85,876	\$2,688,064
HIGHLAND	52,186	\$1,633,510
LOMA LINDA	22,451	\$702,754
MONTCLAIR	36,622	\$1,146,331
NEEDLES	5,759	\$400,000
ONTARIO	172,701	\$5,405,834
RANCHO CUCAMONGA	172,331	\$5,394,252
REDLANDS	71,375	\$2,234,158
RIALTO	99,064	\$3,100,871
SAN BERNARDINO	205,010	\$6,417,160
TWENTYNINE PALMS	24,830	\$777,221
UPLAND	75,169	\$2,352,917
VICTORVILLE	102,538	\$3,209,613
YUCAIPA	51,784	\$1,620,927
YUCCA VALLEY	21,044	\$658,713
		<b>\$54,653,558</b>

\* Estimates from <http://www.californiacityfinance.com>; allocation expected to be over five years beginning in FY07/08

County	Registered Vehicles	Maintained Mileage	Projected Revenue
SAN BERNARDINO COUNTY	1,554,213	2,822.13	<b>\$50,504,751</b>

\* Estimate from <http://www.csac.counties.org>; allocation expected to be over five years beginning in FY07/08

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 7

**Date:** June 20, 2007

**Subject:** Candidate Railroad Grade Separation Projects for Project Development Funding

**Recommendation:**\* Receive information on San Bernardino Valley railroad grade separation projects that will undergo evaluation for project development funding.

**Background:** On April 4, 2007, the SANBAG Board approved a loan of Measure I Valley Major Projects Funds to fund project development for up to five railroad grade separation projects to be repaid from Measure I 2010-2040 Valley Arterial Funds. The approval of project development funding enables the development of shelf-ready grade separation projects to take advantage of the funding that is expected to become available from the Trade Corridor Investment Fund (TCIF) and the Highway-Railroad Crossing Safety Account of Proposition 1B. A methodology for the identification and evaluation of candidate grade separation projects was approved by the SANBAG Board on May 2, 2007, and staff was directed to develop a recommended list of up to five grade separation projects to which project development funding would be allocated once the evaluation was completed. The Board directed staff to elicit the assistance of the Comprehensive Transportation Plan Technical Advisory Committee (CTP TAC) in developing the project evaluation methodology and performing the project evaluation on the candidate grade separations.

Subsequent to the direction provided on May 2, staff distributed a memo to each Valley jurisdiction requesting the submittal of grade separation projects as candidates for evaluation. The list of submittals has been compiled and includes

\*

*Approved*  
*Plans and Programs Committee*

*Date:*

*Moved:* *Second:*

*In Favor:* *Opposed: 0* *Abstained: 0*

*Witnessed:* \_\_\_\_\_

the following, organized by jurisdiction (the fair share percentages in parentheses represent the percentage of project development costs for each project that will need to be contributed from development impact fee programs by the local jurisdiction, per the requirements identified in the SANBAG Development Mitigation Nexus Study):

- City of Colton
  - Valley Blvd. at the BNSF/UP San Bernardino Line (fair share = 18%)
- City of Grand Terrace
  - Main Street at the BNSF/UP San Bernardino Line (fair share = 18%)
- City of Montclair
  - Central Ave. (existing crossing) – widen from 4 to 6 lanes (fair share = 8.6%)
- City of Ontario
  - South Milliken Ave. at the UP Los Angeles Line (fair share = 18%)
  - Vineyard Ave. at the UP Alhambra Line (fair share = 18%)
  - South Archibald Ave. at the UP Los Angeles Line (fair share = 18%)
  - Campus Ave. at the UP Alhambra and Los Angeles Lines (fair share = 18%)
- City of Rialto
  - Cedar Ave. at Metrolink line (Project not in Nexus Study. No fair share defined)
  - Riverside Ave. at Metrolink line (Project not in Nexus Study. No fair share defined)
- San Bernardino City and County
  - Palm Ave. at BNSF/UP Cajon Line (fair share = 14.4%)
- San Bernardino County
  - Glen Helen Parkway at BNSF/UP Cajon Line (fair share = 14.9%)

SANBAG staff is also proposing to evaluate two grade separations in the Mountain/Desert area that will not be eligible for Valley Measure I funds, but that could be candidates for TCIF funding. These are:

- Lenwood Road at the BNSF Cajon Line (Barstow and County)
- Vista Road at BNSF/UP Cajon Line (Helendale)

The results for the Mountain/Desert projects will be provided separately from the results for the Valley grade separations.

On June 11 the CTP TAC reviewed a recommended set of criteria and point scoring system to be used in the evaluation of grade separation projects. The

recommended set of criteria received unanimous support from the committee. The only comment on the project evaluation criteria was provided subsequent to the CTP TAC meeting by the City of Colton. The City suggested the inclusion of two additional criteria: 1) critical access to hospitals and other emergency facilities, and 2) alternate to major freeway (as a reliever to freeway congestion). Staff believes the emergency access criterion has merit as a possible discriminator among projects, but that essentially all the candidate grade separations can serve as alternates to a freeway. Thus, "critical access to hospitals and other emergency facilities" was added as a criterion. To make room for this criterion, the "level of complexity of the environmental process" was subsumed into the criterion "anticipated construction timeline," given that the two are inter-dependent. The evaluation system is based on a total of 100 points, with a maximum number of points defined for each criterion. Reduction in existing and future traffic delays was viewed to be the most important basis for evaluation, as can be seen from the assignment of 60 out of 100 points for the delay-based criteria. The importance placed on delay reduction is consistent with the philosophy behind the evaluation that occurred in the original Alameda Corridor East evaluation in 2001. Two criteria are proposed for application separate from the point-based criteria: "local jurisdiction commitment to fund the development fair share" (project is disqualified if fair share cannot be provided) and "geographic balance" (which could be applied at the end of the process, if necessary). The specific criteria and point assignments include:

1. Point-based criteria (up to 100 points)
  - a. Existing traffic delay reduction – up to 30 points (hours of delay reduced) – highest scoring project receives 30 points, rest is proportional
  - b. Future traffic delay reduction – up to 30 points (hours of delay reduced) – same scoring as above
  - c. Potential reduction in accidents – up to 10 points (number of accidents over last 10 years) – up to 5 points for total accidents and 5 points for fatal+injury only, highest scoring project in each category receives full 5 points, rest is proportional
  - d. Potential noise reduction – up to 5 points (number of dwelling units within ¼ mile radius of crossing multiplied by no. trains per day) – highest scoring project receives all 5 points, rest is proportional
  - e. Potential emission reduction – up to 5 points (annual tons of pollutants reduced through elimination of idling) – highest scoring project receives all 5 points, rest is proportional
  - f. Availability of alternate project development funding – up to 10 points (over-matching beyond fair share receives points) – two points per 10% of non-local funding committed to for project development

- g. Anticipated construction timeline – up to 5 points (earliest construction could begin, based on environmental complexities, ROW requirements, etc.) – qualitative evaluation, with earlier construction receiving the most points
  - h. Critical access to hospitals and other emergency facilities – up to 5 points (qualitative evaluation) – direct emergency access route from freeway receives 5 points, indirect route receives 3 points, no emergency facilities served by route receives zero points
2. Other criteria
- a. Local jurisdiction commitment to fund fair share (funding agreement will contain language that fair share contribution will be provided as project development billing for Measure I dollars occurs – inability to provide fair share disqualifies project)
  - b. Geographic balance (to be applied once evaluation results are available)

**Financial Impact:** This item has no significant impact on the SANBAG budget.

**Reviewed By:** This item will be reviewed by the Plans and Programs Committee on June 20, 2007.

**Responsible Staff:** Steve Smith, Principal Transportation Analyst  
Ty Schuiling, Director of Planning and Programming



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

### AGENDA ITEM: 8

**Date:** June 20, 2007

**Subject:** Quarterly Administrative Report on SANBAG Federal Funding Programs

**Recommendation:**\* 1) Receive report on quarterly reporting and obligation status.  
2) Adopt a finding of compliance with obligation requirements for all affected agencies.

**Background:** Assembly Bill 1012 requires SANBAG to monitor and report to Caltrans on the use of Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), and Transportation Enhancement (TE) funds apportioned to San Bernardino County and allocated by the SANBAG Board. Federal funds apportioned to SANBAG are eligible for obligation for three years. Obligation refers to a commitment by the FHWA to reimburse an agency for an authorized amount of federal funds for a specific project. After three years, unobligated apportionments are subject to reprogramming and loss to SANBAG and its member agencies.

Because of SANBAG's requirement to manage the timely use of funds to avoid loss of funding pursuant to the provisions of AB1012, the SANBAG Board established a protocol that requires recipients of federal funds allocated by SANBAG to enter into contracts with SANBAG. These contracts include a description of the scope of the approved project, the amount of federal fund allocation, and the schedule of project

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*Approved*  
*Plans and Programs Policy Committee*

*Date:* \_\_\_\_\_

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

implementation. In addition, the terms of the contracts require federal fund recipients to submit quarterly progress reports on their projects to SANBAG until completion of the project. In accordance with adopted SANBAG policy, failure to comply with any provision of the contract constitutes grounds for revocation and reallocation of the funding by action of the SANBAG Board pursuant to the protocol specified in each contract.

#### **Quarterly Reporting Status**

Tables 1 – 4 summarize the projects to which funds were allocated, their quarterly reporting history, and the status of the project. All agencies required to report to SANBAG on the status of their projects submitted quarterly reports by April 15<sup>th</sup> as required by the terms of their contract.

#### **Obligation Status**

As mentioned earlier, federal funds are available for obligation for three years from the date of apportionment. Therefore, unobligated balances from federal apportionments through fiscal year 04/05 will be subject to reprogramming in November 2007. According to project schedules submitted in the project status reports, agencies are anticipating obligation of approximately \$24 million CMAQ (combined total MDAB and SCAB) and \$34.7 million STP by November 2007. Therefore, staff does not expect any CMAQ or STP funds to be subject to reprogramming in December, as indicated by the negative amounts shown in each table under “Expected Amount Subject to Reprogramming 11/07”.

As was reported to the SANBAG Board in June 2006, Caltrans has developed an Obligation Authority (OA) Management Policy that limits annual obligations to annual OA levels on a county-by-county basis. Because annual apportionments are almost always higher than annual OA levels, OA being the mechanism to access the apportionments, it is inevitable that SANBAG will eventually lose a portion of past apportionments through AB1012. An analysis of the projected impacts of this policy is necessary before allocation of additional funds.

Please note that TE funds are now administered through the STIP. The obligation deadline, therefore, is in June each year, consistent with the State fiscal year. Programmed funds not obligated or extended will lapse and be unavailable to San Bernardino County until the 2008 STIP Programming Cycle, which begins at the end of this year.

***Financial Impact:*** Funding for SANBAG's monitoring of local assistance project status is consistent with the adopted SANBAG Budget Task No. 37307000. The absence of critical project status and progress information provided in quarterly reports could result in SANBAG's inability to assure timely obligation of funds to avoid loss to the agency and its members.

***Reviewed By:*** This item is scheduled for review by the Mountain/Desert Committee on June 15, 2007 and the Plans and Programs Committee on June 20, 2007.

***Responsible Staff:*** Ty Schuiling, Director of Planning and Programming

**TABLE 1**  
**Congestion Mitigation and Air Quality Program Status**  
**Mojave Desert Air Basin**

**Quarterly Reporting Status**

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2007 Quarterly Reports				Comments
						1	2	3	4	
Adelanto	Adelanto/Auburn/Jonathan Paving	01-052	12/05/00	\$224,000	\$0	Apr-07	Jul-06	Oct-06	Jan-07	RFA3 to be submitted 8/07
Barstow	1st Av @ Irwin Rd Realignment	00-085	01/05/00	\$265,000	\$265,000	C	C	C	C	Project obligated 8/05
Barstow	LNG/CNG Natural Gas Fueling Station	00-077	04/02/03	\$1,987,823	\$1,987,573	C	C	C	C	Project obligated 8/05
Barstow Transit	Purchase Replacement Alt Fuel Paratransit Vehicles	00-081	02/07/01	\$1,663,244	\$1,663,244	C	C	C	C	Project obligated 5/03
Barstow Transit	Paratransit Vehicle Replacement - Gas	20040701	08/06/03	\$613,846	\$289,950	Apr-07	Jul-06	Oct-06	Jan-07	Funds programmed in future years
Barstow Transit	Purchase Replace Alt Fuel Paratransit Vehicles	20020140	08/06/03	\$863,000	\$276,000	Apr-07	Jul-06	Oct-06	Jan-07	Funds programmed in future years
Barstow Transit	Paratransit Vehicle Expansion	20040821	08/06/03	\$191,000	\$191,490	C	C	C	C	Project obligated 9/06
Barstow Transit	Bus System - 27 Passenger Replacement Alt Fuel	20041303	08/06/03	\$1,142,000	\$0	Apr-07	Jul-06	Oct-06	Jan-07	All funds programmed in future years
Barstow Transit	Bus System - Expansion Bus - 35' Alt Fuel D6-2	20041301	10/05/05	\$673,000	\$672,828	C	C	C	C	Project obligated 9/06
Caltrans	I.E. Transportation Management Center & PNR - Fontana	200626	10/05/05	\$1,350,000	\$0	Apr-07	Jul-06	Oct-06	Jan-07	RFA3 to be submitted 12/07
MBTA	Replacement Paratransit Vehicles - Gas	20040811	08/06/03	\$616,000	\$0	Apr-07	Jul-06	Oct-06	Jan-07	Application submitted to Sacramento. Obligation July/Aug 2007
MBTA	Deviated Fixed Route Vehicle Replace - Alt Fuel(28 passenger)	20040812	08/06/03	\$327,000	\$0	Apr-07	Jul-06	Oct-06	Jan-07	Funds programmed in future years
MBTA	Deviated Fixed Route Vehicle Replace - Alt Fuel(33 passenger)	20040813	08/06/03	\$289,000	\$0	Apr-07	Jul-06	Oct-06	Jan-07	Funds programmed in future years
MBTA	Purchase Replacement Alt. Fuel Paratransit Vehicles	00-082/01-083	02/07/01	\$2,460,974	\$2,460,974	C	C	C	C	Project fully obligated
SB County	Purchase Replacement Alt. Fuel Paratransit Vehicles	20020808	08/06/03	\$371,000	\$370,941	C	C	C	C	Project obligated 4/05
SB County	Larrea Rd Paving	00-086	12/06/00	\$569,530	\$569,972	C	C	C	C	Project obligated 7/05
SB County	Mesquite St Paving	00-087	12/06/00	\$534,690	\$534,781	C	C	C	C	Project obligated 8/05
Victorville	Park & Ride at Victor Valley College	01-048	12/06/00	\$931,987	\$102,000	Apr-07	Jul-06	Oct-06	Jan-07	RFA3 to be submitted 7/07
Victorville	I-15/Amargosa Park-n-Ride Lot Expansion	00-107	02/02/00	\$653,728	\$80,000	Apr-07	Jul-06	Oct-06	Jan-07	RFA3 to be submitted 6/07
WVTA	Replace Alt. Fuel Paratransit Vehicles	SBD41114	08/06/03	\$1,137,000	\$0	Apr-07	Jul-06	Oct-06	Jan-07	Grant app to FTA 5/07. Estimate obligation June/July 2007
WVTA	Replacement CNG Buses	SBD41084	08/06/03	\$3,498,750	\$3,499,190	C	C	C	C	Project obligated 6/06
WVTA	Replace Alt. Fuel Paratransit Vehicles	00-084	02/07/01	\$1,952,273	\$1,952,273	C	C	C	C	Funds obligated
WVTA	Replacement CNG Buses	00-083	02/07/01	\$3,288,524	\$3,289,124	C	C	C	C	Funds obligated
<b>TOTALS</b>				<b>\$25,183,369</b>	<b>\$17,805,340</b>					

**Obligation Status**

Fiscal Year 06/07:

Fiscal Year 07/08:

Apportionment Subject to Reprogramming	\$11,332,904	Apportionment Subject to Reprogramming	\$8,775,815
Obligated Amount to Date*	\$4,877,922	Obligated Amount for FY07/08	\$0
Additional Obligation Scheduled by 11/07	\$2,034,715	Additional Obligation Scheduled by 11/08	\$2,306,696
<b>Expected Amount Subject to Reprogramming 11/07</b>	<b>\$4,420,267</b>	<b>Expected Amount Subject to Reprogramming 11/08**</b>	<b>\$6,469,119</b>

**NOTES**

- \* - Includes projects with closed contracts and projects funded through Board set-asides
- \*\* The obligation of CMAQ apportionments is not monitored by Air Basin, therefore, over-obligation in the SCAB compensates for under-obligation in the MDAB
- C - Project Completed/Cancelled
- RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization

**TABLE 2**  
**Congestion Mitigation and Air Quality Program Status**  
**South Coast Air Basin**

**Quarterly Reporting Status**

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2007 Quarterly Reports				Comments
						1	2	3	4	
Caltrans	I.E. Transportation Management Center & PNR - Fontana	200626	10/05/05	\$5,050,000	\$0	Apr-07		Oct-06	Jan-07	RFA3 to be submitted 12/07
Chino	Mountain Avenue Traffic Signal Coordination	02-022	08/01/01	\$251,000	\$251,000	C	C	C	C	Project obligated 3/05
Chino Hills	CNG Time-Fill Refueling Stations	02-036	08/01/01	\$88,400	\$89,000	C	C	C	C	Project obligated 8/05
Colton	Alt. Fuel Park-n-Ride One-Stop Facility	00-097	02/02/00	\$0	\$0	C	C	C	C	Project cancelled by City
Colton	Colton San Bernardino Pedestrian/Bikeway	02-027	08/01/01	\$432,704	\$432,704	C	C	C	C	Project obligated 3/07
Colton	Washington St at Reddy Cyn & Hunts Ln Mitigation	00-102	02/02/00	\$400,000	\$60,000	Apr-07	Jul-06	Oct-06	Jan-07	RFA3 to be submitted 10/07
Fontana	Sierra Ave/Mulberry Ave ATMS Ph 1 - Communications	02-038	08/01/01	\$2,590,000	\$2,590,000	C	C	C	C	Project obligated 10/03
Highland	5th Street Signal Interconnect	02-032	08/01/01	\$209,000	\$209,000	C	C	C	C	Project obligated 9/05
Highland	Base Line Road Signal Interconnect	02-021	08/01/01	\$95,000	\$96,000	C	C	C	C	Project obligated 2/04
Highland	Palm Avenue Signal Interconnect	02-029	08/01/01	\$57,000	\$57,000	C	C	C	C	Project obligated 8/05
Loma Linda	Anderson St/Tippessee Ave Signal Interconnect	00-082	02/02/00	\$105,740	\$105,000	C	C	C	C	Project obligated 2/03
MARTA	Big Bear Visitors Trolley	02-039	08/01/01	\$274,442	\$274,442	C	C	C	C	Project obligated 5/03
MARTA	Replacement Paratransit Vehicle Purchase	200423	08/06/03	\$1,060,000	\$617,763	Apr-07	Jul-06	Oct-06	Jan-06	Funds programmed in future years
MARTA	Replacement Buses - Alt Fuel	200424	08/06/03	\$1,285,000	\$272,672	Apr-07	Jul-06	Oct-06	Jan-06	Funds programmed in future years
MARTA	Bus System - Operating Assistance	SB041055	08/06/03	\$80,000	\$0	C	C	C	C	Project obligated 9/06
Montclair	North Montclair Signal Interconnect	02-033	08/01/01	\$309,700	\$309,700	C	C	C	C	Project obligated 5/03
Montclair	Rancho Av Grade Separation	00-096	02/02/00	\$1,590,481	\$0	Apr-07	Jul-06	Oct-06	Jan-07	RFA3 to be submitted 7/07
Omnitrans	Replacement Paratransit Vehicles for Access Fleet	20040211	08/06/03	\$3,325,000	\$0	Apr-07	Jul-06	Oct-06	Jan-07	Funds programmed in future years
Omnitrans	Bus Replacement - Alt Fuel	SB060105	08/06/03	\$5,795,900	\$0	Apr-07	Jul-06	Oct-06	Jan-07	Funds programmed in future years
Rancho Cucamonga	Base Line Road Signal Synchronization	02-020	08/01/01	\$100,000	\$100,000	C	C	C	C	Project obligated 5/03
San Bernardino	East Valley LPGA/CNG Fueling Facility	02-024	08/01/01	\$911,859	\$911,799	C	C	C	C	Project obligated 7/05
San Bernardino	Washington Street at Waterman Avenue Traffic Signal	02-035	08/01/01	\$106,000	\$106,000	C	C	C	C	Project obligated 5/03
San Bernardino	Metrolink Parking Structure	20020802	08/06/03	\$7,139,000	\$531,000	Apr-07	Jul-06	Oct-06	Jan-07	Funds programmed in future years
SB County	Crestline Commuter Park and Ride Lot	02-028	08/01/01	\$354,119	\$355,000	C	C	C	C	Project obligated 7/05
SB County	San Bernardino Avenue Traffic Signal/Synchronization	02-023	08/01/01	\$2,545,237	\$2,545,237	C	C	C	C	Project obligated 7/05
SB County	Wabash Av @ SH-38 - Install Traffic Signals	00-089	02/02/00	\$173,250	\$173,772	C	C	C	C	Project obligated 8/05
Upland	Upland Metrolink Station - Parking Expansion	20040825	08/06/03	\$2,776,900	\$0	Apr-07	Jul-06	Oct-06	Jan-07	Funds programmed in future years
Upland	SPRPE Right-of-Way Bicycle/Pedestrian Trail - Phase II	02-031	08/01/01	\$1,555,053	\$1,555,053	C	C	C	C	Project obligated 5/04
<b>TOTALS</b>				<b>\$38,640,786</b>	<b>\$11,642,142</b>					

**Obligation Status**

Fiscal Year 06/07:	Fiscal Year 07/08:
Apportionment Subject to Reprogramming	Apportionment Subject to Reprogramming
Obligated Amount to Date*	Obligated Amount for FY07/08
Additional Obligation Scheduled by 11/07	Additional Obligation Scheduled by 11/08
Expected Amount Subject to Reprogramming 11/07**	Expected Amount Subject to Reprogramming 11/08**
	(includes amount over-obligated in FY 06/07)
<b>\$42,576,266</b>	<b>\$12,761,211</b>
<b>\$27,171,131</b>	<b>\$0</b>
<b>\$21,959,840</b>	<b>\$18,799,022</b>
<b>\$-6,554,705</b>	<b>\$-6,037,811</b>

**NOTES:**

- \* - Includes projects with closed contracts and projects funded through Board set-asides
- C - Project Complete/Cancelled
- RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization

**TABLE 3**  
**Regional Surface Transportation Program Status**

**Quarterly Reporting Status**

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2007 Quarterly Reports				Comments
						1	2	3	4	
Adelanto	EI Mirage Rehab & Paving - West City Limits to US395	01-036	10/04/00	\$1,375,456	\$0	Apr-07	Jul-06	Oct-06	Jan-07	RFA3 to be submitted 6/08
Apple Valley	Yucca Loma Bridge over Mojave River	200049	12/07/05	\$2,800,000	\$0	*	*	Oct-06	Jan-07	RFA1 submitted 11/08
Barstow	Lerwood Rd Rehab - Commerce Pkwy to 34th West	01-040	10/04/00	\$423,000	\$423,000	C	C	C	C	Obligated 8/16/05
Barstow	East Main St Rehab - Barstow Rd to Muriel Dr	01-039	10/04/00	\$750,828	\$750,828	C	C	C	C	Obligated 8/17/05
Big Bear Lake	Signal at SR18/Big Bear Blvd/Palms Rd/Village Dr	01-035	10/04/00	\$495,280	\$495,280	C	C	C	C	Obligated 8/10/06
Colton	Main St & Iowa Ave Intersection	01-077	02/07/01	\$250,000	\$19,476	Apr-07	Jul-06	Oct-06	Jan-07	RFA2 to be submitted 6/07
Fontana	Sierra Av-Baseline to Highland Av-Widen 4-6 Lanes	01-076	02/07/01	\$0	\$0	C	C	C	C	Project cancelled 12/3/03
Fontana	Foothill Bl - East Av to Hemlock - Widen 4-6 Lanes	01-079/080	02/07/01	\$0	\$0	C	C	C	C	Project cancelled 12/04/04
Fontana	Jurupa/Mulberry Intersection Improvements	01-081	02/07/01	\$0	\$0	C	C	C	C	Project cancelled 9/03
Fontana	Baseline-Citrus to Maple - Widen 2-6 Lanes	01-076	02/07/01	\$0	\$0	C	C	C	C	Project cancelled 12/3/03
Hesperia	Ranchero Rd Grade Separation	SB0031276	12/07/05	\$3,650,000	\$0	Apr-07	Jul-06	Oct-06	Jan-07	RFA3 to be submitted 7/08
Highland	5th St - Boulder to SR30 - Widen 2-4 Lanes	01-075	02/07/01	\$870,600	\$870,600	C	C	C	C	Project obligated 8/25/06
Rialto	Pepper Av-Foothill to Highland-Widen and Extend to 6 Lanes	01-078	02/07/01	\$0	\$0	C	C	C	C	Board reallocated funds to other projects 12/03
San Bernardino	State St-16th St to Foothill-Extend 2 lanes	01-082	02/07/01	\$2,005,000	\$80,000	Apr-07	Jul-06	Oct-06	Jan-07	RFA2 to be submitted 7/07
SB County	Needles Hwy-N St to Nevada State Line-Realign, Rehab	01-033	10/04/00	\$2,478,840	\$1,043,875	Apr-07	Jul-06	Oct-06	Jan-07	RFA2 to be submitted 10/08
SB County	National Trails Hwy - Passing Lanes	01-038	10/04/00	\$1,907,284	\$310,000	Apr-07	Jul-06	Oct-06	Jan-07	RFA2 to be submitted 5/08
SB County	Cedar Av Widening PSE - Slover Av to Valley Bl	01-074	02/07/01	\$0	\$0	C	C	C	C	Project cancelled 3/25/06
Twentynine Palms	Two Mile Road Rehab - Sunrise to Lear	01-037	10/04/00	\$0	\$0	C	C	C	C	Project cancelled 9/8/04
Victorville	I-15 La Mesa/Hesperia Interchange	SB034170	12/07/05	\$3,800,000	\$0	Apr-07	Jul-06	Oct-06	Jan-07	RFA1 to be submitted 2/07
Victorville	I-15/Mojave Dr IIC	33390	12/04/02	\$1,000,000	\$0	Apr-07	Jul-06	Oct-06	Jan-07	RFA3 to be submitted 1/07
Victorville	Bear Valley Rd Rehab - I-15 to Kiowa Rd	01-041	10/04/00	\$5,998,071	\$5,998,000	C	C	C	C	Obligated 08/23/05
<b>TOTALS</b>				<b>\$27,805,369</b>	<b>\$9,992,159</b>					

**Obligation Status**

Fiscal Year 06/07:

Fiscal Year 07/08:

Apportionment Subject to Reprogramming	\$33,096,642	Apportionment Subject to Reprogramming	\$-15,501,961
Obligated Amount to Date*	\$31,480,832	Obligated Amount for FY07/08	\$0
Additional Obligation Scheduled by 11/07	\$34,770,364	Additional Obligation Scheduled by 11/08	\$7,827,209
<b>Expected Amount Subject to Reprogramming 11/07 **\$-33,154,559</b>		<b>Expected Amount Subject to Reprogramming 11/08 **\$-23,329,170</b>	
		(includes amount of over-obligated in FY 06/07)	

**NOTES:**

\* - Includes projects with closed contracts and projects funded through Board set-asides  
C - TEA-21 Funded Project Complete/Cancelled

RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization

**TABLE 4**  
**Transportation Enhancement Program Status**

**Quarterly Reporting Status**

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2007 Quarterly Reports				Comments
						1	2	3	4	
Barstow	L15/Lenwood Road Landscaping	01-056	12/06/00	\$416,680	\$416,680	C	C	C	C	Obligated 8/16/05
Chino	Chino/Chino Hills Bikeway Connector	00-073	01/05/00	\$435,000	\$435,000	C	C	C	C	Obligated 3/05
Colton	Colton San Bernardino Pad/Bikeway Project	02-041	08/01/01	\$719,853	\$719,853	C	C	C	C	Obligated 3/19/07
Fontana	Fontana Portion of Inland Empire Pacific Electric Trail	2004-31	10/05/05	\$1,795,000	\$0	Apr-07	Jul-06	Oct-06	Jan-07	Funds to be allocated at April CTC meeting
Rancho Cucamonga	Rancho Portion of Inland Empire Pacific Electric Trail	20020201	10/05/05	\$1,796,000	\$1,796,000	C	C	C	C	Obligated 8/25/06
SB County	Santa Ana River Trail - La Cadena to Waterman	00-070	01/05/00	\$2,706,213	\$2,706,213	C	C	C	C	Project obligated
SB County	Santa Ana River Trail - Waterman Ave to California St	01-054	12/06/00	\$1,040,060	\$1,040,060	C	C	C	C	Project obligated 6/05
SB County	Lake Gregory Walkway	01-055	12/06/00	\$1,009,360	\$1,009,360	C	C	C	C	Project fully obligated
SB County	Green Valley Lake Museum, Trail, Visitors Center	00-076	01/05/00	\$200,000	\$175,244	C	C	C	C	Project obligated 5/05
Twentynine Palms	National Park Drive Entry Project	00-075	01/05/00	\$91,000	\$91,000	C	C	C	C	Project fully obligated
Upland	SP/PE ROW Bike/Ped Trail	01-056	12/06/00	\$1,566,400	\$1,566,400	C	C	C	C	Project obligated 8/04
Upland	SP/PE Right-of-Way Bicycle/Pedestrian Trail - Phase 1	02-031	08/01/01	\$908,000	\$908,000	C	C	C	C	Project obligated 10/07
US Forest Service	Rim of the World Scenic Trail	01-029	01/05/00	\$1,000,000	\$0	Apr-07	Jul-06	Oct-06	Jan-07	RFA1 to be submitted 3/09
Victorville	Riverwalk Trail	00-071	01/05/00	\$2,212,843	\$761,000	Apr-07	Jul-06	Oct-06	Jan-07	RFA2 to be submitted 3/09
<b>TOTALS</b>				<b>\$15,897,208</b>	<b>\$11,524,810</b>					

**Allocation Status**

Fiscal Year 06/07	Fiscal Year 07/08
Apportionment Subject to Lapse \$3,741,000	Apportionment Subject to Lapse \$3,378,000
Allocated Amount to Date* \$0	Allocated Amount for FY07/08 \$0
Additional Allocation Scheduled by 7/07 \$1,796,000	Additional Allocation Scheduled by 7/08 \$1,999,259
<b>Amount Subject to Lapse 7/07* \$1,945,000</b>	<b>Expected Amount Subject to Lapse 7/08* \$1,378,741</b>

**NOTES:**

\*Note: TE funds not allocated by the CTC in the year programmed will lapse. The funds will be available for programming in the 2008 STIP cycle  
C - TEA-21 Funded Project Complete/Cancelled  
RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization

## SANBAG Acronym List

1 of 2

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding



## SANBAG Acronym List

2 of 2

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

## ***San Bernardino Associated Governments***



### **MISSION STATEMENT**

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993  
Reaffirmed March 6, 1996